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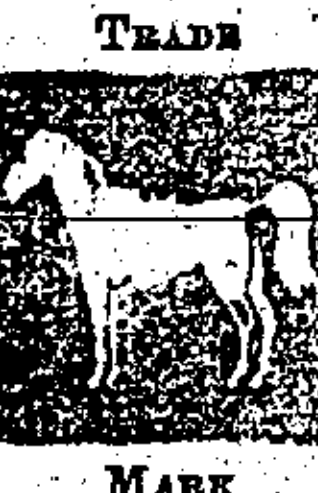
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The Daily Press.

HONGKONG, APRIL 30th, 1908.

The Newchwang Chamber of Commerce cannot, in all probability, consist of many merchants, and of its comparatively small number of constituents it would be unreasonable to deny that some may have fallen under the influence of what our Tientsin correspondent has called the unreasonable anti-Japanese sentiment that has been and is being assiduously cultivated in the north. In these circumstances, it may be that we are not obliged to accept its lead with regard to the Fokumen Railway question. There is our natural inclination to support the interests of a British Syndicate, of course, and incidentally it may be as well to admit that any British support of the Newchwang Chamber's attitude would be, on the face of it, pro-British rather than pro-Chinese. No one believes that Japan fought the Russians with the purely altruistic motive of restoring Manchuria to the Chinese, and we are not going to lend any countenance to the suggestion that the anti-Japanese motions of the Newchwang merchants and others are inspired solely by a desire to see the Chinese sovereignty restored intact. The British Government's decision is against the British Syndicate and against Chinese claims in this instance, and Hongkong has very good reason for falling into line with the Imperial Government, in the fact that the Japanese provision for bidding a competing line is practically duplicated in that convention with China by which Britain safeguards the interests of the Kowloon-Canton Railway. If China's

right to construct the Fokumen line parallel or nearly parallel with the South Manchuria Railway had been admitted, it would have been impossible to deny her right to construct a competitive line at this end of the Empire, which we certainly have been protesting against at the first suggestion of its likelihood. The Japan Daily Mail deals analytically and lucidly with the arguments of the Newchwang Chamber of Commerce, which were published in our columns. Its best point seems to be as follows:

It seeks to prove too much. Thus, after denying that branch lines running westward from the South Manchuria Railway system "would be a sufficient substitute for the proposed Fokumen road, the Resolution of the Chamber adds that such lines would necessarily do incalculable injury to the prospects and trade of the port of Newchwang, which is the natural outlet and distributing base for the country in question by diverting from it to Taiwan its legitimate trade. If this proposition be carefully considered, it amounts to a distinct admission that the Fokumen road would be seriously detrimental to the prosperity of the South Manchuria Railway. For if by substituting for the Fokumen road feeders of the South Manchuria Railway "incalculable injury" would be done to the prospects and trade of Newchwang, which for the purpose of the Chamber's argument is considered solely with reference to the Chinese railway system, then does it not plainly follow that the construction of the Fokumen line would do incalculable injury to the prospects and trade of Taiwan, in other words to the prospects and trade of the South Manchuria Railway?

But for our part we see no reason now to debate the point whether the British Syndicate's undertaking would be detrimental to the Japanese line. The British Government has decided that on that point the Japanese decision must be accepted as final, and as Japan's decision is against the Hsinmintun-Fokumen line, there is no more to be said, except by those who are not afraid to stir up antipathies and bad feelings regardless of consequences.

There were five plague cases yesterday, making the total at date 117.

We are asked to say that the Rev. Arthur D. Stewart, M.A., will give a lantern lecture this (Thursday) evening at 6 p.m. in the British School, Robinson Road, Kowloon, illustrating the work of the Church Missionary Society in and around Hongkong. The lecture is arranged in connection with the Jubilee Anniversary of the Hongkong C. M. Association, and is free to all.

Rudyard Kipling in his "Letters to the Family from Canada" has the following:—In reply to the question why they preferred Scandinavian settlers, "The answers were explicit. 'Because the Scandinavians and loafers sail out here. Because the English are rotten with Socialism. Because the English don't fit with our life. They kick at our way of doing things. They are always telling us how things are done in England. They carry fire! Don't you know the story of the Englishman who lost his way and was found half-dead of thirst beside a river? When he was asked why he didn't drink, he said: 'How the deuce can I without a glass?'"

In reply to Mr. Ross, M.P., who pointed out that the mortality from fever in India is greatly in excess of that occasioned by other diseases, and that opium is a recognised agent in an absolute necessity to obtain opium and tribus for the treatment of this disease, and asked whether, in the arrangements for reducing the cultivation of opium the supply of sufficient quantities for use for medicinal purposes will be safeguarded. Mr. Morley states that he has no doubt that in any further regulations which the Government of India may make for the restriction of the opium habit in India, the special circumstances of particular tribes or races, necessitating a supply of the drug for medicinal purposes, will receive due consideration.

It is stated in a Mukden telegram to the "Asahi" that in consequence of a strong appeal by Tang Shao-yi, Governor of Mukden, in regard to the present financial difficulties in Manchuria, the Peking Government has complied with his request to be allowed to float a foreign loan of Taels 20,000,000 guaranteed by the Finance Department. Taels 5,000,000 will be utilized by the Department, while the remainder will be employed in Manchuria. On his way home to Mukden from Peking, Tang Shao-yi will call on H.E. Yuan Shih-kai to ask him to transfer the gold mines on the Amur, and some others which are under the control of the Viceroy of Pechili, to the jurisdiction of the Viceroy of Manchuria for the purpose of relieving the Manchurian finances.

OPIUM.

The Times correspondent dated the following telegram April 2nd. I arrived here, travelling overland from Yunnan through the provinces of Yunnan, Kweichow, and Hunan—a pleasant journey, in which I met with invariable friendliness from all classes. The remarkable movement in restricting the growth of the poppy, which I reported from Yunnan, has not extended to the adjoining provinces, where cultivation is unchecked, though even there large numbers of opium dens have been closed. There is a noticeable increase in the illicit traffic, China with incredible folly, apparently expecting to recoup the anticipated loss of opium revenue by further impeding trade, upon the unimpaired movement of which depends China's future prosperity. An increase in the number of modern schools and in the craving to learn is to be observed, but there is a pitiful lack of competent teachers. The country generally is prosperous, and the harvests are good.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FURTHER NAVAL DISASTERS.

LONDON, April 29th.

The torpedo boat destroyer "Gala" has been sunk by the scout "Attentive." Eng-Lieut. Fletcher was killed but the other members of the crew of the "Gala" were saved. The "Attentive," temporarily unmanageable, collided with and damaged the destroyer "Ribble."

In addition to these an explosion has taken place on the battleship "Britannia" whereby five men were injured.

[REUTERS SERVICE.]

THE CRUISE OF THE AMERICAN FLEET.

LONDON, April 27th.

Canada has invited the American Pacific fleet to visit Columbia.

THE MEMORIAL SERVICE AT WESTMINSTER ABBEY.

LONDON, April 27th.

The King has directed that the flag on Government buildings be half-mast today, on the occasion of the service in Westminster Abbey. The Prince of Wales will represent the King and Queen.

LATER.

Westminster Abbey was thronged at the Memorial Service to the late Sir Henry Campbell-Bannerman, and there was an enormous crowd outside. Three carriages filled with flowers headed the procession from Downing street to the Abbey. The Prince of Wales, all the Cabinet Ministers, the leading Politicians, Ambassadors, Ministers and M. Clemenceau were present.

THE KING IN STOCKHOLM.

LONDON, April 27th.

King Edward replying to the toast at a banquet said he entirely concurred with King Gustaf's favourable views concerning the Baltic and North Sea Agreements, and that he was fully convinced that the conduct to the peaceful development of the Northern countries and the maintenance of an everlasting peace.

CORRESPONDENCE.

RINDERPEST ENDED.

[TO THE EDITOR OF THE "DAILY PRESS."] 29th April.

SIR,—In your report in to-day's issue, of Rinderpest at the Dairy Farm, the impression is given that disease is still existing there. The object in bringing the subject before the Sanitary Board was to state that the outbreak of Rinderpest was at an end.

Yours truly,
ADAM GIBSON,
Colonial Veterinary Surgeon.

INTERESTS IN MANCHURIA.

AMERICAN SUPPORT OF CHINA.

Washington, March 31.
It is learned at the State Department that representations have been made by Russia on the subject of the attitude of Mr. Fisher, the United States Consul in Harbin, who since his arrival at that place in January, 1907, has consistently maintained that he is accredited solely to the Chinese Government and has supported the protests addressed by the Russian Consuls against the Russian claim for the establishment of independent municipalities at Harbin and Hailar on the "railway territory." The important fact has also been ascertained that Mr. Fisher was not acting on his own initiative in declining to seek the permission of the Russian officials in Manchuria to exercise his Consular functions. On the contrary, it is understood that he is simply carrying out a carefully considered plan of the State Department to bring about through proper means, the recognition not only by Russia but also by the other nations interested in Manchuria of the integrity of the Chinese possessions. It was long ago perceived that to admit the political control of either Russia or Japan over the so-called "railway zone" in Manchuria, including as they do the principal commercial depots, and as they are of indefinite extension of their boundaries at the whim of the leaseholders, would soon completely defeat Mr. Hay's dream of the open door in Manchuria. Therefore, a quite definite policy has been adopted by the State Department, the very foundation of which is the application by American Consular officials in Manchuria for Chinese exequaturs. This is by no means pledging to Japan, but it is believed that the United States is fully supported in its policy by the great commercial nations of Europe which have large trade interests in the Far East.

Nat Gould, that prolific and popular sporting writer, has another of his productions on the market. "A Hundred to One Chance," published in paper covers at 6d., is a sporting story with a dramatic love interest and is certain to appeal to many readers. Mr. John Long, London, is the publisher.

SUPREME COURT.

Wednesday 29th April.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. POLLOCK).

"CRIMINAL CONVERSATION" ACTION.

The action brought by Thomas Alexander Mitchell against John Lamm was a trial of issue of law. The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Stevenson, of Messrs. Deacon, Lockett and Deacon, appeared for the plaintiff and Mr. H. E. Pollock, K.C., instructed by Mr. H. E. Pollock, K.C., appeared for the defendant.

The statement of claim was:—
(1) The plaintiff is a master mariner in the employment of the Indo-China Steam Navigation Company, Ltd. of which Jardine Matheson and Company Ltd. are the agents in this colony.

(2) The defendant is an architect of No. 64 Queen's Road Central, Victoria.

(3) The defendant on the 12th and 13th days of October 1904 and on the 11th and 12th days of December 1904 and on divers other dates before and after the said date, wrongfully, wickedly and unjustly debauched and carnally knew one Henrietta Mand Mitchell, then being the wife of the plaintiff and bearing his name.

(4) In consequence of the said misconduct of the defendant with the said Henrietta Mand Mitchell the plaintiff took legal proceedings in the First Division of the Court of Session, Edinburgh, Scotland, against the said Henrietta Mand Mitchell, his wife, praying for a divorce from her on account of her misconduct with the said defendant.

(5) Eventually, namely on the 7th day of November, 1904 and after evidence as to the said misconduct had been taken on commission in Hongkong, the said Court found that improper conduct between the defendant and the said Henrietta Mand Mitchell had been proved and pronounced a decree of divorce against the said Henrietta Mand Mitchell accordingly.

(6) The costs which the plaintiff has either paid or become legally liable to pay of said incidental to the said divorce proceedings amount to the sum of \$15,175.40.

The plaintiff therefore claims (1) Payment by the defendant to the plaintiff of the sum of \$10,000 as damages for the improper conduct of the defendant in connection with the said Henrietta Mand Mitchell and also payment by the defendant to the plaintiff of the further sum of \$15,175.40 being special damages incurred by the plaintiff of and in connection with the said divorce proceedings.

Mr. Slade said they appeared to argue a question of law which arose on the pleadings, a question which was raised under the modern practice in the place of the old demurring. He was in fact demurring to the statement of claim as disclosing no cause of action which was legal. The name of action was set out in paragraph 3, and paragraph 5 set out that decree had been pronounced and stated the amount of costs which had been paid by the plaintiff. These were items of special damages. There was no original claim upon the divorce proceedings because the defendant was not a party to them. As his Lordship would see \$10,000 was claimed from defendant for improper conduct in connection with Henrietta Mand Mitchell and the further sum of \$15,000 was claimed as special damages incurred by the plaintiff in connection with the said divorce proceedings. The plaintiff took proceedings against his wife only. The defendant was not a party to these proceedings.

His Lordship—He was not a party? Mr. Slade—No.

Mr. Pollock—He was not within the jurisdiction of the court in Scotland.

Mr. Slade—That is a matter which we need not argue now.

His Lordship—I don't know what the point of law is.

Mr. Slade—We are agreed he was not a party. Now, my Lord, this case is the old cause as to criminal conversation, a short history of which is given in Pollock on the Law of Torts. Mr. Slade quoted the old law which regarded a wife as not being a free agent as regarded her husband who could bring an action against an adulterer for damages in the same way as an action for damages for trespass could be raised. This was purely a common law cause. He argued that the Act of 1857 abolished the jurisdiction of the Common Law Courts with regard to actions for damages by a husband against a man who has committed adultery with his wife and transferred the entire jurisdiction to the Court for divorce and matrimonial causes. Up to 1857 a cause for criminal conversation could be brought in England in the Common Law Court but after that year it was abolished and the jurisdiction conferred on the Probate and Divorce Court. The jurisdiction of the Court in Hongkong was regulated by the Supreme Court Ordinance of 1873, and in dealing with that at length he argued that any law in force in England which had been repealed by the local Legislature was a law which was inapplicable to the circumstances of the Colony.

His Lordship—It has never been decided. Mr. Pollock—I think it has been decided in a way contrary to what my friend contends.

Mr. Slade said that before that Ordinance was passed a Bill was passed in England repealing all the archaic criminal laws of England and that Act was subsequently extended to this Colony by an Ordinance of the Legislature. Any other interpretation would work frightful chaos in our law. A law was inapplicable if it had been repealed by the local Legislature.

His Lordship—You mean this does not revive old laws which were repealed by the Act of 1873.

Mr. Slade—Yes. Proceeding he said that the court had no jurisdiction to entertain this action.

Any jurisdiction which the Court had had been abolished by the Ordinance of 1853 and had not been revived since, and he argued that it was clear from the statutory law in the Colony that action for criminal conversation had been abolished here and the equivalent action which had been given in England had been deliberately withdrawn from the courts of the Colony. There was no jurisdiction to entertain the action.

Mr. Pollock submitted that section 9 of the Interpreting Ordinance did not apply to the circumstances of the present case. His Lordship would see that that Ordinance provided that it should not be considered as reviving any enactments previously repealed unless words were added expressly providing that. They had to turn to the Ordinances of 1853, upon which his friend relied. That Ordinance did not purport to repeal any previous enactments but on the contrary it obviously purposed to extend to the Colony certain provisions contained in various Imperial enactments. Therefore he would submit that it was clear that the provisions of section 9 of the Interpreting Ordinance of 1857 were not applicable to the circumstances of the present case. In other words Ordinance 5 of 1853 being repealed by the Ordinances of 1860, the force of Ordinance 6 of 1845, as regarded bringing an action for damages for criminal conversation was continued by the Ordinance of 1860 and continued at the present time. Were it not so a man who sought damages for criminal conversation would have no remedy.

His Lordship—Supposing in 1843 there was an act giving the right to bring an action in this Colony, and it was expressly destroyed in 1853 and that the destroying statute was itself destroyed in 1860, does that revive the right of 1843?

Mr. Pollock—Yes.

His Lordship pointed out that Hongkong being a ceded colony there was no common law here. The common law of England was introduced here by statute and therefore became statutory law.

Mr. Pollock continuing said that the defendant could not be joined in the divorce proceedings in Scotland, and this was the only course open to them. His friend contended that the Act of 1897 restricted their right to bring an action for the recovery of damages and yet they were not to have the alternative right under 33.

Judgment was reserved.

AND THIS IS THE 20TH CENTURY.

THE PRIEST AND THE BRIDE.

Last month, at an Irish town called Boyle, a man called Flynn got married at the Registry office. This innocent Priest, who apparently can influence all the hooligans in the place, and got them to forcibly separate the newly married pair on the same evening.

The Daily Graphic says on March 26th that two days before the bridegroom was informed that the clergy were willing to condone his offense of marrying in a registry office so far as to allow him to see his bride, provided that he attempt to carry her off before Lent was over was made.

Flynn, under escort was accordingly permitted "a few moments" interview with his wife, the escort telling him that any attempt to go against the wishes of the clergy would be dealt with by the people of the place.

The parting between Flynn and his wife was most affecting, and he was escorted back to his own house, outside which a crowd of watchers is posted. Horns are blown continually outside the bride's house at night to show that she, also, is being watched. Flynn has been informed that he will be allowed to live with his wife from Easter Sunday, and until then he is virtually a prisoner in his own house.

That sort of thing is enough to make even a mild citizen cry "Down with priestcraft!"

It may be added that Lord Ashdown, in his pamphlet "Grievances from Ireland," gives a formidable list showing how and to what an enormous extent the lawless United Irish League is indebted to the priests for active support. "One or more priests presided or spoke at seventy meetings in December, at 85 meetings in January (over a hundred priests) and at a similar number in February. At most of these meetings there were incitements to lawless violence against the Government."

BRITISH TRADE MARKS IN JAPAN.

With reference to statements which have recently appeared in the Press respecting the appropriation of British trade marks in Japan, the Board of Trade desire to remind British owners of marks used in the Far East of the risks they run by failing to register their marks in Japan, and of the necessity of taking all practicable steps to protect their interests after registration. They also desire to direct the attention of all firms whose products, bearing marks duly registered, are or are sold in Japan to the precaution—as one means of securing their marks against infringement—of adding on their labels, in Japanese characters, the words "Registered Trade Mark" (Toroku Shohyō). This precaution has been suggested by His Majesty's Embassy in Tokyo with a view to preventing infringers of marks from setting up a defence that they were ignorant of the fact that the trade mark in question was a registered one, which is understood to be a valid defence in a criminal action in Japan.

According to the Japanese trade marks law, marks cannot be registered if they are identical with, or similar to, marks used by another person or firm before July 1, 1899 (the date on which the law came into force), provided that such marks have been continuously in use in Japan since that date. It is understood that the Japanese Patent Bureau are prepared to receive particulars of all marks fulfilling these conditions, with a view to minimising the possibility of infringement, and it is suggested that particulars of such marks should be supplied with as little delay as possible. It should be mentioned, however, that in the event of marks identical with, or similar to, marks in use in Japan before July 1, 1899, having by inadvertence been placed upon the register, they cannot be removed therefrom if more than three years have elapsed from the date of registration.

LAW REPORT, APRIL 2.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

(Present—The LORD CHANCELLOR, LORD ASHBOURNE, LORD MACNAGHTEN, LORD ROBERTSON, LORD ATKINSON, and LORD COLLINGS.)
BRYEN V. THE KING (ON THE PROSECUTION OF THE IMPORTATION OF OPIUM).

This was a petition for special leave to appeal from a judgment of the Supreme Court of the Straits Settlements, December 19 last.

Mr. Danckwerts, K.C., and Mr. A. M. Lattier were counsel for the petitioner.

The petitioner, Captain Bryen, who is master of the North German-Lloyd steamship Detawongsee, was, on July 19 last, convicted, at a Singapore police-court, and fined \$2,000 for importing opium, which is a preparation of opium in contravention of section 73 of the Opium Ordinance Act, 1906. That conviction was affirmed on appeal by the Supreme Court of the Straits Settlements. The principal points sought to be raised on the petition were:—(a) What constitutes "the use of a ship for the importation of opium or opium" within the meaning of that section, so as to render the master liable; and (b) how far evidence that opium or opium has been found on board compels the Court to convict the master, when the master and owners are ignorant of its existence on board and are proved to have taken every reasonable precaution against its being there? The petitioner urged that the Court below were wrong in construing the 73rd section as meaning that the existence of an excess amount of opium on board a ship should be deemed conclusive evidence of the wrongful use of the vessel, and in holding that the Court were bound to convict upon the mere existence of such evidence, unless it was proved both that reasonable precautions to prevent the wrongful use had been taken and that none of the officers or any person employed on board the ship were implicated.

Mr. Danckwerts, in supporting the petition, said after the vessel had left Swatow she was twice searched by the officers of the ship and no opium, or opium, was discovered. The North German-Lloyd Steamship Company were very strict in the observance of the regulations as to opium, especially as their vessels trading in the Far East had in part Chinese crews and carried Chinese passengers. At Singapore the person called the opium farmer, to whom a Government monopoly in opium was granted, received permission to search the ship, but found nothing. Next day a second search was made, and in a lifeboat, hanging over the side of the vessel, a quantity of opium was found under a seat plank, which had to be unsewered to discover it. There was no proof that the opium was not deposited in the lifeboat while the vessel was in the harbor, and it was somewhat remarkable that those conducting the second search went straight to the lifeboat and made the discovery immediately. The master and officers were entirely innocent of any knowledge that the opium was there, or of how it got there. In these circumstances the Court considered that, under the Ordinance, the mere presence of the opium on board made it obligatory to convict the master. The use of a vessel for the importation or carriage of opium rendered the master or owner liable to a fine not exceeding \$5,000 and to the detention of the ship until it was paid. He submitted that the user of the ship must be by some person having the dominion or governance of it. It was too much to say that because some unauthorized person on board opium was found, the master was to be held responsible for the opium in excess of the infinitesimal amount for food and shelter to the Chinese sailors and passengers aboard port and port, the master, as in this instance, was liable to a heavy fine. The prosecution was instituted by the opium farmer, whose business, of course, was to protect his monopoly.

The Lord Chancellor said there was another side to that argument. The surreptitious and illegal introduction of opium into a country was a matter which more deeply affected the Government and the law than any particular individual.

Mr. Danckwerts contended, and submitted that the questions of law involved in the case were of great general interest to the shipping community in the Far East, and required authoritative decision by the highest tribunal in the Empire.

The Lord Chancellor said their Lordships would humbly advise His Majesty that special leave to appeal should be granted on the usual conditions.

THE SOUTH MANCHURIA RAILWAY.

It is stated in the "Asahi's" telegrams from Tientsin that the authorities of the South Manchuria Railway have slightly changed their programme. Some time ago it was announced that they proposed to open traffic on the wide-gauge railway as far as Mukden from the month of April, transferring goods to the narrow gauge at that place. This would have been a very obvious clumsy arrangement, and it has now been decided to continue the use of the narrow gauge until the wide gauge can be opened right through to Kuangshen, which will be in August. When this change is made, the new rolling stock will be a complete change, and we may then expect to hear no more of the thoughtless complaints which have been formulated against the comparative inferiority of the service. In every case the complainants fail to notice the obvious fact that, pending the widening of the gauge, the Japanese were compelled to employ the old rolling stock which had been sent over to Japan at the beginning of the war, and which was designed for military purposes solely, not at all for ordinary passenger traffic. The new rolling stock is said to be of the most modern description and will probably prove not inferior to that on the Russian and Chinese lines. "The Japan Daily Mail."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 29th at 11.55 a.m.—The barometer has risen considerably over Japan, and fallen slightly in Tongking.
Pressure is high over the Yellow Sea, and relatively low over the N. part of the China Sea. Fresh or strong N.E. and E. winds may be expected in the Formosa Channel, and along the Northern shores of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
E. winds, fresh
Hongkong & neighbourhood { or strong
{ equally rainy
N.E. winds
Formosa Channel... { strong
South coast of China between { Same as No. 1
Hongkong and Liancooke. {
South coast of China between { Same as No. 1
Hongkong and Hainan. {

A BOOK FOR SCOTS.

Mr. Frank Adam, of Kuala Lumpur, Selangor, has laid all Scots under a debt of gratitude by his latest work, "The Clan, Sept, and Regiment of the Scottish Highlands," which may be regarded as an authority on the subject with which it deals. Its aim in the author's own words "is the presenting in condensed form an epitome of information relating to tartans, Highland clan matters, Scottish Regiments, and, as far as possible, Clan Septs," and that he has accomplished this object will doubtless be admitted by all who read the book. Mr. Adam, whose credentials to write on things Scottish are seen in the letters F.R.G.S. and F.S.A. Scot. appended to his name, has drawn information from a great many sources and he has compiled this so admirably that not only does the work constitute a book of reference but it is so attractively written that it affords interesting reading to Scots and others. For instance it is not generally known that the Highland clan system did not take its rise until the thirteenth century. Scottish historians agree that the inhabitants of Caledonia had nobles or leaders among them in the first century, and when the great Celtic Eboric became extinct, the development of the clan system followed. This system was based on the law of tanistry, as opposed to the Norman-Saxon feudal system. According to the law of tanistry the fittest male member of the family of the head of the tribe was chosen as their chief, whereas, according to the feudal system the succession was hereditary, passing from father to son. In the feudal system property was inherited by the eldest son from his father but by the law of gavel in the Pict-Scottish community the property was divided in fixed proportions among the family. The position of the chief under the law of tanistry was that of leader of the tribe and guardian of his and their land. Mr. Adam traces the genealogy of the Highland clan system from the eleventh century when King Malcolm Canannor attempted to introduce the feudal system, among his Celtic subjects, thereby acquiring a greater power than he enjoyed by the system of tanistry. As this policy was continued by Malcolm's successors, it produced many rebellions, but though feudalism was established in the Lowlands, tanistry reigned supreme in the Highlands until 1745. To protect themselves from the aggressions which the feudal system sought to impose upon them the different little communities into which the population of the Highlands was divided selected chiefs on account of their superior position, courage or talent, and in this way arose the clan system which played such a great part in the history of Scotland. A patriarchal system of government, a sort of hereditary monarchy founded on custom and allowed by general consent rather than regulated by laws, was thus established over each community or clan in the person of the chief.

The domestic customs of the Highlanders were very different from those of the Lowland Scots. One of the most interesting mentioned by Mr. Adam is what was called handfasting. "It consisted of a species of contract between two chiefs, by which it was agreed that the heir of the one should live with the daughter of the other as her husband for twelve months and a day. If during that time the lady became a mother or proved to be with child, the marriage became good in law, even though no religious ceremony had been gone through. Should, however, before the end of the above period there not have occurred any appearance of issue, the contract was considered at an end, and each party was at liberty to marry or handfast with any other. Strange though this custom may appear in the light of modern society, yet it must be admitted that its legalisation did much to ensure the direct lineal succession of the chiefs and to avoid succession disputes. Another remarkable custom was fosterage, which consisted in the mutual change by different families of their children for the purpose of being nursed and bred. Even the son of the chief was so entrusted during his infancy to an inferior member of the clan." The author denies the imputation that the clans were little more than bands of marauders but it is difficult to disabuse the popular belief in the "wild Highlanders" whom Sir Walter Scott made so picturesque. Certainly the Gael had his own code of morals but it is generally admitted that he did not worry himself over the differences between men of "hum and will." Mr. Adam offers to disprove this. His eulogy of the clan system is very eloquent, and most readers will agree that "it must have had something inherently grand about it. . . . Never in the history of the world has a system of government developed such instances of paternal attachment by the rulers to their subjects or of devotion of the subjects to their chiefs. It was but fitting, therefore that such a noble dispensation should expire on the field of battle instead of dying by reason of a lingering decay."

Two chapters are given to brief accounts of clans and sept, and another is devoted to Highland surnames. In the latter reference is made to the transmigration of Highland names which is going on in the United States where we find "Urquhart for Urquhart, McCollister for MacAllister, Ferguson for Forsgren, Cahoon for Colquhoun, McCleod for MacLeod, MacGillivray for MacGillivray, McCullum for MacCallum, Chisholm for Chisholm, McKlein for MacLamond, McGlauffin for MacLachlan, MacGray for Macrae, McCawley for MacAulay, etc." The author also points out that North America is responsible for an extension of clan names. Highland names having become domesticated among the Indians as the result of the infusion of Scotch blood among the copper coloured races.

The evolution of the Highland garb is the subject of another interesting chapter, and the author writes instructively on the subject of "Highland music." As is well known the bagpipe has eclipsed all other musical instruments in

the Highlands since the middle of the 18th century, and it is now regarded as the national instrument of Scotland. How far this is true is not for us to say, though we have a suspicion that popular as the pipe is in Scotland, there are many who will not admit this claim. All Scottish regiments, whether Highland or Lowland, are now provided with pipe bands and there can be no doubt of the military value of the bagpipes with their martial strains which rouse the soldiers as no other instrument can to deeds of reckless bravery. The Pibroch or great Highland bagpipe has culled the Lowland or Northumbrian bagpipe and the Irish Union Pipe, and only one regiment in His Majesty's forces possesses an Irish pipe band. That is the 4th Battalion of the Royal Inniskilling Fusiliers. It is surprising to learn that the bagpipes have been used in religious services, and the author tells a good story of an admiral who, being commander of a guardship and allowed one musician on board, chose a piper "seeing my ship was on a Scottish station. When we were transferred to one of the large naval stations on the south coast of England I took my piper with me, and he proved one of the most successful missionaries I have ever come across. On Sundays the Protestant members of my crew were marched through the dockyard to church with the piper playing at their head. The distinction was envied by many of the men who were Catholics, much to the indignation of the priest, the Catholics forsook their own place of worship in order to march behind the piper to the Protestant church." We know from experience in the East that bagpipe playing is not confined to the British Army. It flourishes in the Indian native army and among other Oriental peoples are very popular. To the Indian army belongs the credit of a striking innovation in bagpipe playing. One of the cavalry regiments actually boasts a mounted band of pipers. The players have two sets of reins, one which they hold in their hands when not playing and the other fastened to their legs by which they control their mounts when their hands are occupied with the pipes. The account of the Highland regiments, past and present, and of the Lowland Regiments are very interesting, but the feature which makes the book most valuable is the coloured plates of tartans, the list of clans with their tartans, armorial bearings, etc., the alphabetical list of clan sept and dependants showing the clans with which they are connected, and a variety of information which must be appreciated by the Scot who wishes to know all he can about his forebears. The book is published by Messrs. W. and A. K. Johnston, Edinburgh and London.

BRUCE, PEEBLES & CO., LTD.

(IN LIQUIDATION.)

The balance sheet, made up from the books at 14th February, 1908, reads as follows:—	
Dr.	Credit.
Share Capital, £250,000	250,000 0 0
30,000 Preference shares of 25 each, fully paid	15,000 0 0
28,381 Ordinary shares of 25 each, fully paid	141,905 0 0
Debitors	75,000 0 0
Interest accrued	1,352 18 9
	76,352 18 9
Debts due by the Company, including Loans and Advances due to Sub-Contractors	189,150 10 8
Overdraft at bank	41,614 1 6
Special reserve account	11,556 14 4
General reserve account	27,000 0 0
	237,321 5 3
Cr.	ASSETS.
Land and buildings	49,000 0 0
Plant, machinery, tools and fixtures	80,640 4 7
Trade marks, patents, and goodwill	23,657 10 2
Stocks, stores, work in progress, and finished work	79,780 7 8
Debts due to the company, including balances on current contracts	87,134 9 10
Cash on hand and in bank	1,498 7 8
Shares and debentures in power	119,744 7 0
Endowment Policies	1,500 0 0
Special reserve fund investments	11,937 2 0
Profit and loss balance	163,096 16 4
	287,670 5 3

CHINESE SOLDIERS AT SOOCHOW.

A serious disturbance took place at Soochow near Shanghai recently. It appears that on the night of the 14th instant the Chinamen of the theatre which is situated outside the Settlement were entered by eight or nine soldiers, who tried to obtain admission without paying the usual charge. The manager refused the soldiers admission, whereupon they attacked and seriously assaulted him. The police were called in, but the soldiers stripped the policeman of their uniforms and badly knocked them about. Several of the soldiers were seized, however, and taken to the police station. The friends of the disturbers of the peace went off post haste to the barracks and obtained the assistance of about 150 other soldiers and these, led by their officers with drawn swords, entered the theatre and began to wreck it. There were some 700 persons in the building at the time and the soldiers refused to allow them to leave until they had stripped the women of their jewellery. The soldiers then went off to the Police Station and delivered an ultimatum that they would burn down the theatre and wreck the Mixed Court and Police Station, unless their comrades were released. The prisoners were set at liberty to prevent more serious trouble. The soldiers who caused the disturbance are said to be a portion of the troops sent from Nanking to suppress the pirates in the district.

"The Fruit of the Tree" by Edith Wharton is a distinctly a feminine book. The authoress attempts to deal with the social problems arising from the relations between capital and labour, but her treatment of the subject is neither attractive nor convincing and her story is spoiled by imprudences. Messrs. Macmillan and Co., London, are the publishers.

THE JAPANESE BOYCOTT.

The N. C. Daily News of April 23rd says:—The following telegram, dated April 16th, and translated by the "Kobe Herald" has been received by the "Asahi" from Hongkong. It presents a startlingly new view of the boycott. The suggested instigation by foreign firms is interesting but unconvincing. "All the leading Japanese firms here admit that they have incurred serious losses through the boycott and take a pessimistic view of the future prospects. So far, the shipping business has suffered most, the American and Australian services of the N.Y.K., the South American and San Francisco services of the T.K.K., and the South China service of the O.S.K. being the most affected. The N.Y.K. and T.K.K. vessels can obtain scarcely any passengers or cargo. Messrs. Douglas and Co. appear to be determined to crush the business of the O.S.K. They are arranging to put on two more steamers. It seems to be a fact that the leading British, American and German shipping companies are encouraging the boycott. Japanese tobacco, which obtained a hold at the time of the boycott of American goods, is being ousted by the American article. The Meiji and Nippon Fire Insurance Companies and Tokyo and Meiji Marine Insurance Companies are each losing business at the rate of over \$30,000 a month. Japanese coal and matches, which the Chinese could dispense with, are being sold but all articles which can be replaced by foreign goods are suffering greatly. The Hongkong Government has prohibited newspapers from publishing inflammatory articles. It is also controlling the dispatch by telegraph of boycott manifestoes, removing provocative placards, and generally doing all it can to check the movement. It is now clear that the boycott is not the important matter which it was first considered to be in Japan. The action of the British, American, German and Dutch consuls, who are being sold but all articles which can be replaced by foreign goods are suffering greatly. The Hongkong Government has prohibited newspapers from publishing inflammatory articles. It is also controlling the dispatch by telegraph of boycott manifestoes, removing provocative placards, and generally doing all it can to check the movement. It is now clear that the boycott is not the important matter which it was first considered to be in Japan. The action of the British, American, German and Dutch consuls, who are being sold but all articles which can be replaced by foreign goods are suffering greatly. The Hongkong Government has prohibited newspapers from publishing inflammatory articles. It is also controlling the dispatch by telegraph of boycott manifestoes, removing provocative placards, and generally doing all it can to check the movement. 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NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRISGAVIA,"
Capt. Girardot, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 30th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 24th April, 1908. 760

S.S. "YARBA"

COMPAGNIES DES MESSEAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex "S.S. 'Métis'" from Havre ex "Métis," in connection with the above steamer are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after Monday, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be presented on or before the 4th May, or they will not be recognized.

All damaged packages will be examined on Monday, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.
Hongkong, 27th April, 1908. 12

MARTIN'S APOLLO STEEL PILLS

St. Francis Remedy for all Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these diseases. It is a powerful purgative, and it is the only medicine that is safe for the most delicate. It is the only medicine that is sold in Hongkong.

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COAL DEPARTMENT

MAKINO-UCHI, TOKYO.

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All Letters to be Addressed to: MANAGER, MITSUBISHI CO.

BRANCH OFFICES:—NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENCIES:—YOKOHAMA: M. ASADA, Esq. CHINESE: Messrs. GIBBS & CO. MANILA: Messrs. MAONDRAY & CO. SOLE PROPRIETORS of Takashima, Ochi, Namsan, Shianow, and Hojo Collieries and

Sole Agents for MIYAGAWA KISHIDAKE COALS.

T. MATSUKI, Manager, Hongkong, 114, No. 2, Pedder Street. 761

THORNE'S OLD VAT

THIS VAT WAS STARTED BY THE LATE REVEREND THORNE OF BRISTOL AND HAS BEEN SOLD SINCE 1850.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILA. A. S. WATSON & CO., LTD.

As supplied to the House of Commons.

THE HONGKONG DAILY PRESS, THURSDAY, APRIL 24, 1908.

THE MAORI KING CASE.

The N.C. Daily News of April 24th says:—

During the time the Supreme Court has been presided over by Sir Havilland de Bunsen, several cases of unusual interest and importance have been heard, but none, we think, has excited an interest so widespread and general as that in which judgment was given yesterday.

Five Governments—those of Great Britain, China, America, Russia and Mexico—have been directly or indirectly concerned in the exploits of the Maori King, and whatever hardship the Russian owners have suffered, we believe that the forfeiture of the vessel to the Crown will generally be regarded as the only possible expiation of her misdeeds. Those of our readers who have followed the course of the action, and have read the account we published some weeks ago of the vessel's voyage to Madagascar in company with the Baltic Fleet, will appreciate the statement that the Maori King has had a career far more eventful than that which usually falls to the lot of a steamer in the prosaic days of the Twentieth Century.

For the present, it is only with her history since she became the property of Giesburg and Co. that we are concerned. She was purchased by this firm, whose headquarters are at St. Petersburg in 1904, renamed the "Esperance," and transferred to the French flag. As a supply vessel she accompanied that portion of Admiral Rozhdestvensky's fleet that made its way out round the Cape, and after an eventful voyage, in the course of which there were several breakdowns in her refrigerating and propelling machinery she was eventually brought to Shanghai for repairs. Her owners then decided to sell her, and with this object in view she was chartered to an Australian firm, one of the conditions of charter being that she should be registered as a British vessel. This was accomplished by registering her at the British Registry in Shanghai in the name of J. M. Bow, an employee of the owners, who signed as owner of sixty-four months, whereas, as has since been admitted, he had no interest in her whatsoever. A dispute with the charterers led to the owners' regaining possession of the ship, and then followed the transaction which led to the recent proceedings. The Maori King was chartered to Messrs. B. Zimmerman and Co., an American firm of which a good deal has been heard in the Courts of Shanghai, and after being fitted up with bunks, she proceeded to Vladivostok. There she shipped 921 Manchurian coolies and 217 Russians, for work on a railway in Mexico. There appears to be little doubt that the coolies were deceived as to their destination, their contracts stating it to be Hongkong, and when they discovered that they were bound for Mexico there was a succession of disturbances on board one of which had a fatal issue. The incident of this voyage are the blackest page in the vessel's history, and they aroused a storm of indignation on the Pacific Coast. On the ship's return to Shanghai a Board of Trade inquiry into the circumstances attending the death of one of the coolies brought to light the fact that the vessel was improperly registered. By order of the British Minister at Peking notice to prove British ownership was served upon the steamer, and as no proof that she was British owned was forthcoming, she was seized and brought to Court for adjudication.

The circumstances of the case, as the learned Judge stated in his judgement, are peculiar, of great importance, and in many respects novel. No action of the kind had hitherto been brought under the Merchant Shipping Act of 1894 and 1906, though several cases involving forfeiture of ships and the Acts of 1894 and 1906 gave the Court a discretionary power, equivalent to the moral consideration of the Crown referred to in a case decided under the old Act. The learned Judge has held that such a discretion would have been clearly indicated, and has upheld the contention of the Crown Advocate that in Section 76 of the Merchant Shipping Act of 1894 the word "and" cannot be read as "or," thus precluding any such interpretation as that put forward by the defence.

The Court agreed also with the submission of the plaintiff that the main difference between the relevant sections of the old and new Acts lies in the fact that the present day forfeiture dates from adjudication and not from the act of wrongful registration. Even laymen must have found some subtle pleasure in the conflict that has raged around the exact meaning of a few commonplace phrases, and food for reflection is provided in the thought that while an Act of Parliament means what it says, days may be taken up by arguments as to the exact meaning of a word of three letters. The decision itself came as a surprise to those who had followed the case through its final stages. In the learned Judge's able exposition of the reasons which led him to come to the decision he held, the facts of the case stand out in the clearest light, unnumbered by masses of technical argument which could only be appreciated by those well versed in legal dialectics. The operation of the Merchant Shipping Act may seem harsh, but, as was pointed out in the judgement, the owners were afforded every facility in establishing their right; in fact from the Court and the prosecution they received every indulgence they could reasonably expect. At the last moment, when the case came on for trial, Giesburg & Co. were allowed to appear as persons interested, and an adjournment was granted to enable them to plead.

The forfeiture of a steamship is a severe penalty, and considerable sympathy will be felt for Giesburg and Co., who are a reputable Russian firm, as there is no doubt that their ruinment is in a large measure due to the wrong-doing of others. It is, indeed, a matter for regret that there appears to be no way of bringing home to the parties actually responsible for the ship's misadventure the coolies, an adequate punishment—for their villainy. The crime of trafficking in human beings is particularly abhorrent to modern civilization, especially when, as in this case, it is virtually undisputed that the coolies are shipped under false pretences. Though the registration of the Maori King, and the use by her of the British flag, were undoubtedly illegal, it is probable that her owners would have escaped punishment had she carried any but human freight on that voyage across the Pacific. It was the fact that she carried the Maori King, that put the British authorities on inquiry. It must be remembered, also, that it is very much open to doubt whether the mere carrying of coolies from Vladivostok to Mexico in British bottoms is, in itself, an illegal act. The sentiments of the British nation

are against contract coolies, traffic, but with proper accommodation and adequate sanitary arrangements there is nothing intrinsically immoral in carrying coolie passengers to a foreign land. That there was immorality in the present case cannot be gainsaid, and the Russian government, possibly, feels that by lack of supervision on the part of its officials at Vladivostok it is stopped from interference in the proceedings against the Maori King. In the past many vessels have left Shanghai under the British flag which had no right to do so, and their owners, for want of sufficient proof, have escaped the consequences of their wrongdoing. This may make it seem all the harder as the present defendants, but it does not alter the fact that, so long as the fundamental principle that British ships should be British owned is recognized, the shipping laws are among the most exactly complied with in the world. The contention that the provisions of the Merchant Shipping Act should from time to time be published by advertisement, in, of course, absurd; the same plea might be urged in respect of every provision on the Statute book, but it would not be regarded as an equitable defence in the case of a man who committed a murder, or embezzled his employers' money. From the outset it seemed to us that the attack on the officials in charge of the British registry must fail for the simple reason that no one who signed the prescribed declaration of ownership could fail to notice its provisions. The decision of the learned Judge yesterday should have the effect of precluding any but qualified British ships from appearing on the Register in future, and thus should prevent a recurrence of incidents so discreditable to the flag as those which occurred on board the Maori King on her voyage to Mexico last year.

THE PANAMA CANAL.

Mr. John P. Stevens has dispelled part of the mystery surrounding his abandonment of the Panama Canal enterprise last year. He has made it clear that his heart was never in the work. To him it was simply an engineering exercise, interesting from its difficulty, but of no practical value. All the huge cost in money and labor, the heart-breaking toil, the sickness and death, were thrown away. Instead of finding inspiration in the thought that he was finding his name with a splendid achievement, he was weighed down by the belief that he was identifying himself with a gigantic failure. No wonder he turned tail and ran.

Mr. Stevens has undertaken to prove by figures that the canal never can be worth its cost to the United States, financially or commercially. Assuming its cost to be \$300,000,000, he allows \$8,000,000 a year for interest, at two per cent, adds \$40,000,000 for a sinking fund to retire the bonds, and \$2,400,000 for operating expenses, and so piles up a total outlay of \$134,400,000 to be covered every year by tolls. As the Canal had only 1,100,000 tons of traffic thirty-six years after its opening, he takes it for granted that we could not expect any more at Panama, and the tolls on that amount, at the high rate of \$1.50 per ton, would reach only \$15,740,000, leaving a shortage of \$118,660,000.

It would be easy to pick flaws in these figures. For instance, Mr. Stevens assumes that the canal will be built entirely on borrowed money. The truth is that the greater part of the cost will probably be paid from current revenues, and to that extent neither interest nor sinking funds will have to be provided for. Even if money were all borrowed, each year's instalment of ten millions dollars put into the sinking fund would reduce the annual interest charge by two hundred thousand dollars, so that the outgo would soon be brought within the income, and within thirty years, when the usefulness of the canal would be still merely in its infancy, the whole debt would be paid-off and the tolls could be scaled down to a nominal figure or even abolished.

But that is a minor matter. The interesting part of Mr. Stevens' jeremiad is his explanation of the reasons why the canal can be of no material use to the United States, either strategically or commercially. As a naval resource he thinks it would be worse than useless. "With the Panama Canal completed it will take a modern war fleet moving as a unit at least seventeen days to steam from Hampton Roads to San Francisco, or vice versa, and seventeen days is a long time to wait when thirteen-inch shells are mauling up one's front yard." Mr. Stevens might have added that it would take at least two weeks for a modern fleet to steam from San Francisco to San Francisco, and almost as long for one to go from San Francisco to New York. The idea that an enemy would waste thirteen-inch shells on our "front yard" when he knew that he would be called on within three or four days to do battle with an approaching armada is sufficient proof that a man may be a great engineer without knowing anything about war.

Not need a railroad man have any very broad grasp of commercial principles. The only tolerably important American business Mr. Stevens can see for the canal is the trade between the east coast of the United States and the west coast of South America, and that he thinks would not amount to much because there are few South American ports between the Andes and the Pacific and those mostly of a primitive sort. Saying nothing of the rapid development and the assured future of Chile and Peru (and the canal is built for the future as well as for the present), Mr. Stevens ignores the prime reason for the existence of the enterprise as an American Government undertaking. As a railroad man it is perhaps natural that he should. The driving force that has pushed forward over all obstacles for thirty years until an isthmian canal is now actually on the way toward completion has been actually on the part of the people of the Pacific Coast of the United States to free their industries from the domination of the transcontinental railroads. The object of the enterprise has been primarily domestic; foreign trade has been only incidental. Three Pacific States of California, Oregon, and Washington are as large as the German Empire and the United Kingdom combined; they have nearly three and a half million people already, and they can easily support a hundred millions. With Alaska British Columbia the Pacific Northwest has a million and a quarter square miles. That is where the trade is coming from that will tax the capacity of the canal—a trade in large part still to be developed, but which will spring into life at its first free opportunity. The trade of the west coast of the United States, remarks Mr. Stevens, surely, as one dismissing a trifling "we have already." Yes, "we" the railroad have it, as far as "we" have permitted it to exist, but "we" shall not have it all on our own terms after the canal is finished.—Collier's Weekly.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creams, Charms, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

COUNT TOLSTOY'S JUBILEE.

A VINDICTIVE ATTACK.

The "Vestnik," one of the most prominent organs of the Union of the Russian People, publishes the following comments on the approaching celebration of Count Leo Tolstoy's 80th birthday.

"Anniversaries are usually celebrated in the case of persons who have distinguished themselves by any remarkable services. Let us inquire into the nature of the services rendered to Russia by Leo Tolstoy—services which, according to the shamless articles of the 'Real' periodicals, are to be fitted not only by the entire Russian people, but by the whole world. Tolstoy has certainly been of immense service—not to Russia or Russians, but to Jews and the rest of the liberal rabble, in the infamous celebration of which we hear it will be committing the greatest possible crime against Russia and all God-fearing Russians. The address which is to be presented to Tolstoy will doubtless bear millions of signatures—those of the accused and cowardly Jews, of whom there are seven million in Russia, and of the miserable intellectuals, and the remainder of the liberal rabble, whose hands have been tutored by Tolstoy.

"But neither Duma nor Holy Synod should demean itself by celebrating the anniversary of this infamous scoundrel, who has done more harm to Russia than all the brigands of the past together."

RUSSIAN UNIVERSITY LIFE.

The St. Petersburg Press is devoting considerable attention to the expedients adopted by poor University students in order to secure the means of existence while completing their education. An indigent undergraduate of Moscow University has offered to fill the collars of householders with the summer supplies of ice, and the following notice has been posted up in the corridor of Tomsk University:—"Comrades, Why bestow your ten kopek pieces on outside companies when there are willing workers in plenty at the University and the technical school, who can sew decently if not artistically. Being obliged to gain a livelihood, and being desirous of showing my poor fellow-students how they can benefit by the sense of comradeship and solidarity among their fellows, I hereby offer my services as a sempstress. I can sew as well as any ordinary workwoman, and certainly more conscientiously." The list of charges is attached.

Another notice is as follows:—"Comrades, Don't be surprised. I offer you my services as a barber. I do hair-cutting and beard-trimming for half the charges of professional barbers. I guarantee the quality of my work. Please give me a trial."

WORKMAN INHERITS £365,000.

The most-talked about man in Dublin is Edward Corcoran, the saddler who has inherited a fortune estimated at £335,000 by his solicitor. The nucleus of the fortune was left by John Sullivan, who emigrated from Ireland and prospered so exceedingly in the neighbourhood of Seattle that death found him in September 1890 the owner of real property worth rather more than £100,000.

Since then, with the growth of Seattle, the property has increased in value, in spite of the fact that its allocation has been argued in nearly every court the United States can boast of.

Corcoran is not afflicted by his good fortune. "It is a pity it did not come to me earlier in life," he said, philosophically to an "Express" representative. "Now nothing will induce me to leave County Dublin."

He is a cheerful, vigorous man of sixty-eight, with good features and a well-set head crowned with a wealth of white hair. Hard work and he have been companions all his life until two years ago, when he gave up following his trade and placed himself in the care of two of his sons. His other son and his two daughters are married.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities. WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely SAFE SECURITIES, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with CASH PRIZES varying from £20 to £20,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.

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"In favour it is perfect."

"Pure and well prepared."

British Medical Journal.

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The cocoa which is unequalled for high quality, delicious flavour, and economy in use.

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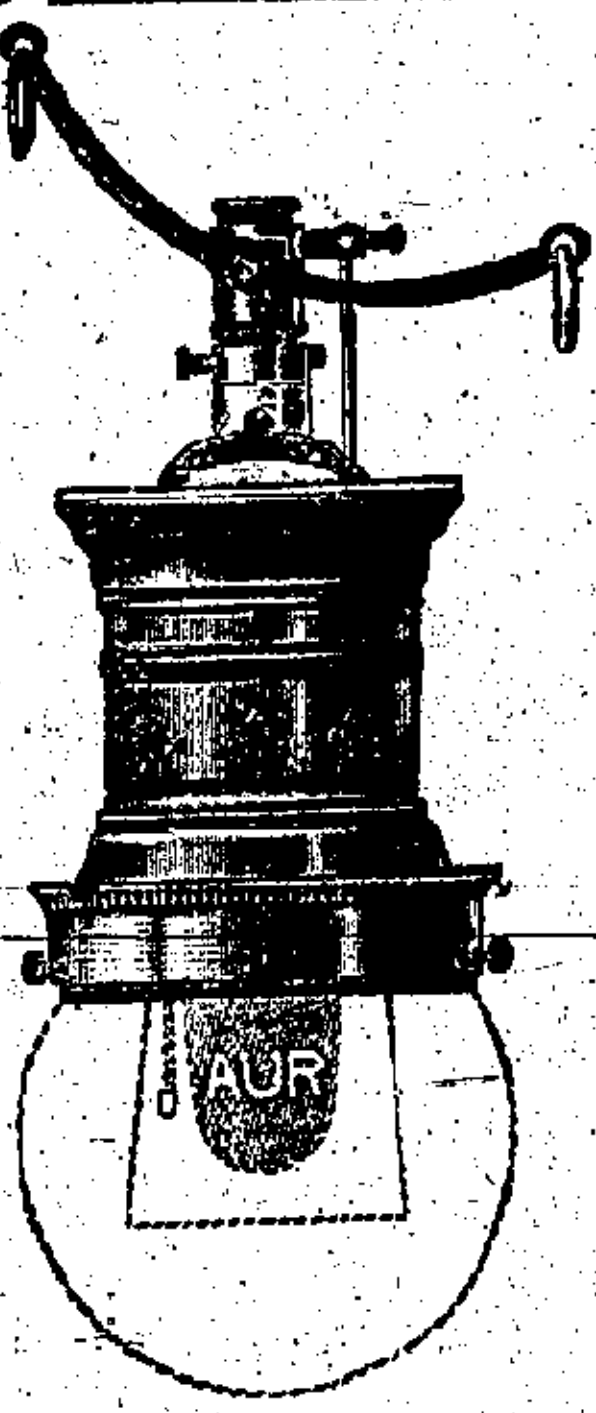
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The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.



The WONDERFUL WELSBACK KEEN BURNER No. 3 will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CX." The light standard of these Welsbach made Mantles is lightest, and the fabric is strongest—"There are no Mantles so good as Welsbach."

Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Sole Agents of the Welsbach Incandescent Gas Light Co., Ltd., London.

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DR. M. H. CHAUN,

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 477

THE

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FOR 1908

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NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February 1908. 393

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the

Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

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St. Louis, 1904.

GOLD MEDAL,

St. Louis, 1904.

GOLD MEDAL,

St. Louis, 1904.

GOLD MEDAL,

St. Louis, 1904.

GOLD MEDAL,

St. Louis, 1904.

SHIPPING.

ARRIVALS.
BRITANNIA, British gunboat, 710, Lt.-Comdr. P. B. Noble, 28th April—Shanghai 25th April.
CARAVELLE, French str., 1,971, Soder, 29th April—Cardiff 17th March, Coal—Messageries Maritimes.
CARL DIEDERICHSEN, German str., 774, T. Kayser, 29th April—Helsing April 24th, and Helsing 27th, Rice and General—Jensen & Co.
DEIRA, British str., 4,743, C. L. Daniel, 29th April—Bombay April 15th, and Singapore 4th, Mails and General—P. & O. S. N. Co.
DRAGON, German str., 1,577, Rohwaldt, 29th April—Bangkok April 20th, and Swatow 28th, Rice and Timber—Butterfield & Swire.
DUNBAR, British str., 1,901, A. R. Lee, 29th April—Moji 23rd April, Coal—Shewan, Tomes & Co.
EASTERN, British str., 2,272, W. G. McArthur, 29th April—Australia via Sydney 8th April, General—Gibb, Livingston & Co.
HAICHING, British str., 1,267, A. E. Hodgins, 29th April—Coast Ports 28th April, General—Douglas, Leprie & Co.
JOHN MARU, Japanese str., 702, H. S. Smith, 29th April—Tamsui via Amoy and Singapore 28th April, General—Ossaka Kaisha.
MAUSANG, British str., 1,644, T. Houghton, 29th April—Sundakan 23rd April, Timber and General—Jardine, Matheson & Co.
NORD, Norwegian str., 735, Haraldsen, 28th April—Aagard, Thorson & Co.
PROGRESS, German str., 687, D. Struve, 29th April—Hong Kong 26th April, Coal—Siemens & Co.
TAMAH, Dutch str., 2,476, J. Brown, 29th April—Batavia April 24th, and Macassar 20th, General—Java-China-Japan Line.
WINGSING, British str., 29th April—Canton, Yedo Maru, Japanese str., 3,227, T. Haman, 29th April—Moji 23rd April, Coal—Mitsui Bussan Kaisha.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
29th April.
Houlton, French str., for Saigon.
Hilary, German str., for Saigon.
Tjiodas, Dutch str., for Batavia.

DEPARTURES.
29th April.
DRUPAR, Norwegian str., for Bangkok.
TUKUSHU MARU, Japanese str., for Swatow.
HADIAN, French str., for Hoihow.
HONOWAN J, British str., for Amoy.
HUGHOW, British str., for Swatow.
INAKU MARU, Japanese str., for Singapore.
ITAKA, German str., for Canton.
KYANTAN, Chinese str., for Shanghai.
LITERIA, German str., for Singapore.
LOYAL, German str., for Cochin (Brit. Borneo).
MICHAEL JEBBS, German str., for Moji.
NORCHOW, British str., for Canton.
NORD, Norwegian str., for Canton.
PHOKTO, Norwegian str., for Hoihow.
YANOWSKI, British str., for Shanghai.
YATOHOFU MARU, Japanese str., for Singapore.

SHIPPING REPORTS.
The British str. *Mauney* reports: Fine weather and smooth sea till 150 miles off Hongkong, thence strong E.N.E. wind, high sea and hazy weather to arrive.

VESSELS IN DOCK.
April 29th.
AMERICAN DOCKS.—
Kowloon Dock—*Sorogon*, *Chantaboon*, *Hongkong*, *Empress of Japan*, *Aniara*.
COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 1st May, at 10 A.M.

For Freight or Passage apply to
DOUGLAS, LARRAIK & CO.,
General Managers.
Hongkong, 28th April, 1908. 772

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THE Steamship

"DEVANHA,"
Captain T. H. Hild, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 2nd May at Noon, taking passengers and cargo for the above port in connection with the Company's "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo to the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 29th April, 1908.

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"TANDRAT SCHEIFF,"
Captain H. Grandt, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.

For Freight or Passage apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Maunsell.
Hongkong, 24th April, 1908. 677

For SALINA CRUZ, MEXICO.

THE Steamship

"TANDRAT SCHEIFF,"
Captain H. Grandt, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "K," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DEVANHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 2nd May, at Noon.
LONDON & ANTWERP via SINGAPORE &c.	NORR	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 6th May.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	—	SHEWAN TOMES & CO.	About 15th May.
ANTWERP & HAMBURG via STRAITS, &c.	LYDIA	Ger. str.	k.w.	Meier	HAMBURG-AMERIKA LINIE	About 10th May.
HAVRE & HAMBURG via STRAITS, &c.	SHLEBIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 7th May.
HAVRE & HAMBURG via STRAITS, &c.	SENIGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 24th May.
MARSEILLES, ROTTERDAM & HAMBURG &c.	BRISGAVIA	Ger. str.	k.w.	Gierstebien	HAMBURG-AMERIKA LINIE	On 5th June.
MARSEILLES, &c. via PORTS OF CALL.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	About 5th May.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	AUSTRIALIAN	Ger. str.	—	Verron	MESSAGERIES MARITIMES	On 12th May, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KANAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th May, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th May, at D'light
MAITLES, GENOA, ALEXANDRIA, GIBRALTAR &c.	INDIAN	Den. str.	—	—	MELCHERS & CO.	Beginning of May.
TRIESTE, &c. via SINGAPORE, &c.	YOKOHAMA	Ger. str.	—	J. Randemann	MELCHERS & CO.	On 6th May, at Noon.
ODDESSA	CHINA	Aus. str.	—	A. Perle	MELCHERS & CO.	About 25th May.
NEW YORK via SUEZ CANAL	VORONOV	Rus. str.	—	—	MELCHERS & CO.	About end of June.
BOSTON & NEW YORK	LOWTHER CASTLE	Brit. str.	—	—	SHEWAN TOMES & CO.	About 31st May.
VANCOUVER via SHANGHAI JAPAN, &c.	SATSUNA	Brit. str.	1 m.	—	DODWELL & CO., LTD.	On 14th May.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 7th May, at P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	GLENFARG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th May, at 4 P.M.
VICTORIA, B.C. & TACOMA via JAPAN	TANGO MARU	Jap. str.	—	R. Swain	NIPPON YUSEN KAISHA	On 26th May, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KUMERIC	Am. str.	—	Cowley	NIPPON YUSEN KAISHA	On 26th May, at 4 P.M.
SAN FRANCISCO via PORTS	ASHI MARU	Jap. str.	1 m.	M. Yagi	SHEWAN TOMES & CO.	On 2nd May, at 5 P.M.
SALINA CRUZ, MEXICO via MOJI & JAPAN	CHIN MARU	Brit. str.	—	H. Grandt	CHINA COMMERCIAL S.S. CO.	On 11th May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	LANDAUER SCHEIFF	Ger. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 15th May, at Noon.
AUSTRALIAN PORTS via MANILA	CHINGU	Ger. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 21st May, at 5 P.M.
AUSTRALIAN PORTS via MANILA	KUNANO MARU	Jap. str.	—	D. Lenz	MELCHERS & CO.	On 12th June, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	K. Houtma	NIPPON YUSEN KAISHA	About 7th May.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	O. Jones, R.N.R.	JARDINE, MATHESON & CO., LD.	About 1st May.
MOJI	CANDIA	Brit. str.	—	J. M. Hay	MELCHERS & CO.	On 23rd May, at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	BUTTERFIELD & SWIRE	On 13th May, at D'light
YOKOHAMA AND KOBE	TSINAN	Brit. str.	1 m.	C. Lindbergh	NIPPON YUSEN KAISHA	On 13th May, at Noon.
KOBE AND YOKOHAMA	HAKATA MARU	Jap. str.	—	T. Marai	NIPPON YUSEN KAISHA	On 24th June.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Houtma	MELCHERS & CO.	Quick despatch.
VLADIVOSTOK	CURONIA	Rus. str.	—	H. Koops	JATA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TSIMBA	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & CO., LD.	On 2nd May, at Noon.
TIENSIN via SWATOW & CHEFOO	CHONGSHING	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
SHANGHAI	WINGSANG	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	DEITA	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 2nd May, at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	Robertson	BUTTERFIELD & SWIRE	On 2nd May, at 4 P.M.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	Lishman	JARDINE, MATHESON & CO., LD.	On 2nd May, at Noon.
SHANGHAI	CHOYBANG	Brit. str.	—	J. Hands	NIPPON YUSEN KAISHA	On 6th May.
SHANGHAI & KOBE	MOYORI MARU	Jap. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 8th May, at 10 A.M.
SHANGHAI YOKOHAMA & KOBE	SCANDIA	Ger. str.	—	M. Nemoto	OSAKA SHOSHEN KAISHA	About 6th May.
SHANGHAI via SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—	H. Fornes	MELCHERS & CO.	About 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	On 11th May, P.M.
SHANGHAI & HANKOW	CEYLON	Brit. str.	—	Girard	MESSAGERIES MARITIMES	On 14th May.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONE	Freest. str.	—	Pand	HAMBURG-AMERIKA LINIE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Dut. str.	k.w.	de Bruggers	JATA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TRIMATH	Dut. str.	—	Fraser	JATA-CHINA-JAPAN LINE	On 3rd May, at 4 P.M.
AMOY	YINGCHOW	Brit. str.	1 m.	H. S. Smith	OSAKA SHOSHEN KAISHA	On 3rd May, at 9 A.M.
AMOY & SHANGHAI	JOHN MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LARRAIK & CO.	To-morrow, at 10 A.M.
TAMSUI via SWATOW & AMOY	HAICHING	Brit. str.	2 h.	T. Meyrick	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
SWATOW, AMOY & FOCHOW	TUENSANG	Br. str.	—	Rodger	SHEWAN TOMES & CO.	On 2nd May, at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	A. Sommerville	BUTTERFIELD & SWIRE	On 6th May, at 4 P.M.
MANILA	TEAN	Dut. str.	2 m.	R. Almond	JARDINE, MATHESON & CO., LD.	On 8th May, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	T. Scambell	SHEWAN TOMES & CO.	On 8th May, at Noon.
MANILA	RUBI	Brit. str.	—	T. Yamawaki	MELCHERS & CO.	On 10th May.
MANILA	BORNEO	Ger. str.	—	M. B. Lake	NIPPON YUSEN KAISHA	On 2nd May, at 3 P.M.
BOMBAY via SINGAPORE & COLOMBO	WAKAMITA MARU	Jap. str.	—	Zwart	JARDINE, MATHESON & CO., LD.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	TJIODAS	Dut. str.	—			

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS across the Pacific to the "EMPEROR LINE" saying 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 15 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"GLENFARG"	3,700	WEDNESDAY, 18th May	18th June
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"LENNOX"	3,700	WEDNESDAY, 17th June	16th July
"EMPEROR OF INDIA"	6,000	THURSDAY, 2nd July	20th July
"MONTAGLE"	6,163	WEDNESDAY, 15th July	8th Aug.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. * "EMPEROR" Steamers will depart from Hongkong at 4 P.M.

S.S. "MONTAGLE," "LENNOX," and "GLENFARG" at 12 Noon. THE SHANGHAI, NAGASAKI, UNITED STATES and EUROPE, calling at YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 28 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers 240. " 242.
and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon antelopes. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	Captain	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 2nd May, Noon.
RUBI	2540	R. W. A. Mond	Manila	On 9th May, Noon.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 24th April, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. LOWTHER CASTLE On or about 31st May.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 9th April, 1908.

Hongkong, 9th April, 1908.

Hongkong, 9th April, 1908.

Hongkong, 9th April, 1908.

VESSELS ON THE BERTH

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"CLAN MACMILLAN"
Will be despatched for the above Ports on the 7th May.

For freight apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 21st April, 1908. 702

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.
S.S. "SATSUMA" 14th May.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 30th April, 1908. 522

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
will be despatched for the above Ports on or about the 15th May, 1908.

For Freight or Passage, apply to—
SHEWAN TOMES & CO.,
Agents.
Hongkong, 17th April, 1908. 723

THE RUSSIAN VOLUNTEER FLEET.

FOR ODESSA.

THE Steamship
"VORONEJ,"
will leave on or about the end of June.

For Freight apply to
MELCHERS & CO.,
Agents.
Hongkong, 21st April, 1908. 748

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAITS NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th Aug. 1899. 9

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
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loon Store, No. 33, Elgin Road.
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Mr. A. H. YAU, Hongkong Ferry Wharf Stall.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alcority, despatch boat, 700 tons 10 guns
3000 h.p., Comdr. C. T. Fuller, Shanghai
Astraea, 2nd class cruiser 4380 tons, 10 guns,
7000 i.h.p., Captain F. E. C. Ryan,
Hongkong.

Bedford, British cruiser, Capt. S. E. Erskine,
R.N., en route Shanghai.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-
Comdr. Hon. R. O. D. Bridgman, S.S.
Britannia, gunboat, 710 tons, 800 h.p., Lieut.-
Comdr. F. B. Noble, Hongkong.

Cadmus, British sloop, 1070 tons, Comdr. B. L.
Majendie, Shanghai.
Clio, British sloop, 1070 tons, Comdr. C. D.
S. Raikes, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6
guns, 5700 h.p., Lieut.-Comdr. Gresson,
Shanghai.

Flora, 2nd class cruiser, 4360 tons, 10 guns,
7000 i.h.p., Capt. Roland Nugent, Shang-
hai.

Hardy, torpedo-boat destroyer, 295 tons, 6 guns,
4000 h.p., Lieut.-Comdr. W. H. Darvall,
en route Shanghai.

Hart, torpedo-boat destroyer, 295 tons, 6 guns,
4000 h.p., Lieut.-Comdr. G. C. Dickens,
Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3000 h.p., Lieut.-Comdr. C. A. Freemantle,
en route Shanghai.

Kent, armoured, 9500 tons, 14 guns, 22000
h.p., Capt. G. C. A. Marescaux, Hongkong.

King Alfred, British cruiser, Flag ship of
Vice Admiral the Hon. Sir H. H. H. H. H.
Lambton, Commander in Chief, 14100 tons,
Capt. L. Clinton-Baker

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 30th	Freight and Passage.
	Capt. C. L. Daniel		
LONDON via USUAL PORTS	DEVANHA	Noon, 2nd	See Special
	Capt. T. H. Hilde, R.N.R.	May	Advertisement.
LONDON and ANTWERP	NORE	About 6th	Freight and
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	Capt. G. Phillips	May	Passage.
MOJIL, KOBE and YOKO.	CANDIA	About 7th	Freight
HAMA	Capt. O. Jones, R.N.R.	May	only.
SHANGHAI and HANKOW	OBYLON	About 9th	Freight and
	Capt. G. W. Babot	May	Passage.
For further Particulars, apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 29th April, 1908.			

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSHING"	On 2nd May, 4 P.M.
AMOI and SHANGHAI	"YINGCHOW"	On 3rd May, 4 P.M.
MANILA	"TEAN"	On 5th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 30th April 1908.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Friday, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK"	Wedday, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW"	About Wedday, 8th May.
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 6 P.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSSEILLES, ROTTERDAM & HAMBURG:
S.S. SCANDIA ... 6th May	S.S. SUEVIA ... About 6th May
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA ... 14th May	S.S. SILEZIA ... 7th May
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ANTWERP & HAMBURG:
S.S. DORTMUND ... 25th May	S.S. LYDIA ... About 10th May
	FOR HAVRE & HAMBURG:
	S.S. SENEAMBIA ... 24th May
	FOR HAVRE & HAMBURG:
	S.S. BRISGAVIA ... 5th June

For further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW	"JOSHIN MARU"	SUNDAY, 3rd May, at 9 A.M.
AND AMOI	Capt. H. S. Smith	
SHANGHAI via SWATOW	"SHOSHU MARU"	WEDNESDAY, 6th May, at 10 A.M.
AND FOOCROW	Capt. M. Nemoto	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th April, 1908.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAMAKURA MARU Capt. H. Fraser Tons 6128	WEDNESDAY, 13th May, at Daylight
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJIL, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	HITACHI MARU Capt. F. E. Cope Tons 6761	WEDNESDAY, 27th May, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. R. Swain Tons 7463	TUESDAY, 12th May, at 4 P.M.
SHANGHAI and KOBE	AKI MARU Capt. M. Yagi Tons 6444	TUESDAY, 26th May, at 4 P.M.
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Matheson Tons 5076	FRIDAY, 15th May, at Noon
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU Capt. K. Homma Tons 3817	FRIDAY, 12th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	MOYORI MARU Capt. J. Hande Tons 3773	MONDAY, 4th May, at Daylight
	HAKATA MARU Capt. T. Mura Tons 5161	SAUNDAY, 9th May, at Daylight
	WAKAMIA MARU Capt. T. Yamawaki Tons 4723	SUNDAY, 10th May, at Daylight
	YAWATA MARU Capt. K. Homma Tons 3817	WEDNESDAY, 13th May, at Noon

* Calling at Keelung.
† Cargo only.
‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 30th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Thursday, 30th April, Noon
MANILA	"YUENSANG"	Friday, 1st May, 4 P.M.
MOJIL	"HOPSANG"	Friday, 1st May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJIL	"KUISANG"	Saturday, 2nd May, D'light
TIENTSIN via SWATOW	"CHEONGSHING"	Saturday, 2nd May, Noon
CHIEFOO	"CHOYSANG"	Saturday, 2nd May, Noon
SHANGHAI	"NAMSANG"	Saturday, 2nd May, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 8th May, 4 P.M.
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MARSEILLES, via PORTS	"AUSTRALIEN"	On 12th May, 1 P.M.
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MARSEILLES via PORTS	"YARRA"	On 26th May, 1 P.M.

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SHIPPING IN PORT.

STRANERS.	STRANERS.
AMARA, British str., 1,558, C. J. Matlock, 26th April—Swatow 25th April, General—Jardine, Matheson & Co.	AMARA, British str., 1,558, C. J. Matlock, 26th April—Swatow 25th April, General—Jardine, Matheson & Co.
AMIRAL DE BROUARD, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	AMIRAL DE BROUARD, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
BOURBON, French str., 897, Le Bail, 15th April, Saigon 11th April, General—Chinese.	BOURBON, French str., 897, Le Bail, 15th April, Saigon 11th April, General—Chinese.
CHONGCHING, Brit. str., 1,256, V. McClymont, Liddell, 26th April—Tientsin 19th April, General—Jardine, Matheson & Co.	CHONGCHING, Brit. str., 1,256, V. McClymont, Liddell, 26th April—Tientsin 19th April, General—Jardine, Matheson & Co.
CHIHLY, British str., 1,176, J. Warrack, 14th April—Haiphong and Hoihow 13th April, General—Butterfield & Swire.	CHIHLY, British str., 1,176, J. Warrack, 14th April—Haiphong and Hoihow 13th April, General—Butterfield & Swire.
DEN OF ARLIE, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	DEN OF ARLIE, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.
EMPEROR OF JAPAN, British str., 3,093, H. Pybus, 6th April—Yokohama 18th March, and Shanghai 4th April, Mail and General—Canadian Pacific Railway Co.	EMPEROR OF JAPAN, British str., 3,093, H. Pybus, 6th April—Yokohama 18th March, and Shanghai 4th April, Mail and General—Canadian Pacific Railway Co.
FADANG, British str., 1,410, H. S. Martin, 18th April—Saigon 14th April, Rice—Jardine, Matheson & Co.	FADANG, British str., 1,410, H. S. Martin, 18th April—Saigon 14th April, Rice—Jardine, Matheson & Co.
FRIEDRICH, Norwegian str., 891, Olaf Andersen, 12th April—Saigon 8th April, Rice and Meal—Agard, Thorsen & Co.	FRIEDRICH, Norwegian str., 891, Olaf Andersen, 12th April—Saigon 8th April, Rice and Meal—Agard, Thorsen & Co.
GREYFALL, British str., 2,845, Steele, 22nd April—Portland 13th March, and Newcastle 16th April, Wheat—A. J. Brown & Co.	GREYFALL, British str., 2,845, Steele, 22nd April—Portland 13th March, and Newcastle 16th April, Wheat—A. J. Brown & Co.
HATPHONG, French str., 800, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	HATPHONG, French str., 800, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
HERMAN, Russian str., 1,771, J. Channing, 18th April—Singapore 11th April, General—Bradley & Co.	HERMAN, Russian str., 1,771, J. Channing, 18th April—Singapore 11th April, General—Bradley & Co.
HUBER, German str., 1,278, H. Uecker, 17th April—Saigon 12th April, Rice—Sander, Weiler & Co.	HUBER, German str., 1,278, H. Uecker, 17th April—Saigon 12th April, Rice—Sander, Weiler & Co.
KOKOTO MARU, Japanese str., 1,356, Keneda, 27th April—Moji 22nd April, Coal—Fukusa & Co.	KOKOTO MARU, Japanese str., 1,356, Keneda, 27th April—Moji 22nd April, Coal—Fukusa & Co.
HOPKINS, British str., 1,356, Jas. M. Hay, 21st April—Yokohama 15th April, Coal—Jardine, Matheson & Co.	HOPKINS, British str., 1,356, Jas. M. Hay, 21st April—Yokohama 15th April, Coal—Jardine, Matheson & Co.
ITHAKA, German str., 1,446, Engle, 28th April—Wuhu 21st and Chinkiang 23rd, General and Rice—Hamburg-Amerika Linie.	ITHAKA, German str., 1,446, Engle, 28th April—Wuhu 21st and Chinkiang 23rd, General and Rice—Hamburg-Amerika Linie.

STRANERS.	STRANERS.
JOHANN, German str., 932, J. J. Jansen, 25th April—Quinhon and Tourane 23rd April, Sugar and General—Jensen & Co.	JOHANN, German str., 932, J. J. Jansen, 25th April—Quinhon and Tourane 23rd April, Sugar and General—Jensen & Co.
KUTSANG, British str., 3,110, Bradley, 27th April—Calcutta via Straits and Singapore 21st April, General—Jardine, Matheson & Co.	KUTSANG, British str., 3,110, Bradley, 27th April—Calcutta via Straits and Singapore 21st April, General—Jardine, Matheson & Co.
KWANGLOO, Chinese str., 1,634, R. Lincoln, 20th April—Shanghai 23rd April, General—Chinese.	KWANGLOO, Chinese str., 1,634, R. Lincoln, 20th April—Shanghai 23rd April, General—Chinese.
LANDART, German str., 1,012, H. Grandt, 9th April—Saigon 4th April, Rice—Stensen & Co.	LANDART, German str., 1,012, H. Grandt, 9th April—Saigon 4th April, Rice—Stensen & Co.
MANCHURIA, American str., 3,750, J. W. Sander, 19th April—San Francisco via Ports and Shanghai 16th April, Mail and General—Pacific Mail Steamship Co.	MANCHURIA, American str., 3,750, J. W. Sander, 19th April—San Francisco via Ports and Shanghai 16th April, Mail and General—Pacific Mail Steamship Co.
MARCELLUS, German str., 3,435, A. Lohengel, 25th April—Moji 13th April, Coal—Ataka.	MARCELLUS, German str., 3,435, A. Lohengel, 25th April—Moji 13th April, Coal—Ataka.
MATILDA, Korean str., 1,846, M. Dillman, 31st April—Hongkong 18th April, Coal—Jardine.	MATILDA, Korean str., 1,846, M. Dillman, 31st April—Hongkong 18th April, Coal—Jardine.
MYRTLEBURN, British str., 1,600, Maitland, 27th April—Hongkong 24th April, Coal—Doddwell & Co.	MYRTLEBURN, British str., 1,600, Maitland, 27th April—Hongkong 24th April, Coal—Doddwell & Co.
NAMSANG, British str., 4,035, P. M. B. Lake, 24th April—Yokohama, Kobe and Moji 15th April, General—Jardine, Matheson & Co.	NAMSANG, British str., 4,035, P. M. B. Lake, 24th April—Yokohama, Kobe and Moji 15th April, General—Jardine, Matheson & Co.
PERLA, Austrian str., 3,779, G. Bartala, 17th April—Kobe 9th April, General—Sander, Weiler & Co.	PERLA, Austrian str., 3,779, G. Bartala, 17th April—Kobe 9th April, General—Sander, Weiler & Co.
PONGTONG, German str., 998, Boelcher, 24th April—Bangkok & Kohachang 18th April, Rice and Timber—Butterfield & Swire.	PONGTONG, German str., 998, Boelcher, 24th April—Bangkok & Kohachang 18th April, Rice and Timber—Butterfield & Swire.
RAGNAR, German str., 1,220, Nielsen, 25th April—Bangkok 18th April, Rice—Wallen & Co.	RAGNAR, German str., 1,220, Nielsen, 25th April—Bangkok 18th April, Rice—Wallen & Co.
REINER, Norwegian str., 2,297, C. Stangseter, 14th April—Moji 8th April, Coal—Agard, Thorsen & Co.	REINER, Norwegian str., 2,297, C. Stangseter, 14th April—Moji 8th April, Coal—Agard, Thorsen & Co.
SAMBA, German str., 3,623, O. Muller, 17th April—Shanghai 14th April, General—Hamburg-Amerika Linie.	SAMBA, German str., 3,623, O. Muller, 17th April—Shanghai 14th April, General—Hamburg-Amerika Linie.
SHANGHAI, British str., 1,507, W. McIntosh, 27th April—Shanghai 24th April, General—Butterfield & Swire.	SHANGHAI, British str., 1,507, W. McIntosh, 27th April—Shanghai 24th April, General—Butterfield & Swire.
SIGNAL, German str., 907, G. Schalkier, 15th April—Haiphong and Hoihow 14th April, Rice—Jensen & Co.	SIGNAL, German str., 907, G. Schalkier, 15th April—Haiphong and Hoihow 14th April, Rice—Jensen & Co.
SERASTAD, Norwegian str., 860, Agard, 26th April—Tobacco 22nd April, Ballast—Agard, Thorsen & Co.	SERASTAD, Norwegian str., 860, Agard, 26th April—Tobacco 22nd April, Ballast—Agard, Thorsen & Co.
TAIWAN, British str., 1,043, J. A. Martin, 17th April—Hon Koko Bay 14th April, Salt—Chinese.	TAIWAN, British str., 1,043, J. A. Martin, 17th April—Hon Koko Bay 14th April, Salt—Chinese.
TRIPOD, Dutch str., 2,953, P. Zwart, 28th April—Yokohama 10th, and Kuching 23rd, General—Java-China-Japan Line.	TRIPOD, Dutch str., 2,953, P. Zwart, 28th April—Yokohama 10th, and Kuching 23rd, General—Java-China-Japan Line.
TOROS VIKES, Norwegian str., 2,304, Thomas, 24th April—Newcastle 2nd April, Coal—Shewan, Tomes & Co.	TOROS VIKES, Norwegian str., 2,304, Thomas, 24th April—Newcastle 2nd April, Coal—Shewan, Tomes & Co.
TUNGCHING, British str., 1,176, W. Stalkin, 25th April—Wuhu and Chinkiang 21st April, General—Jardine, Matheson & Co.	TUNGCHING, British str., 1,176, W. Stalkin, 25th April—Wuhu and Chinkiang 21st April, General—Jardine, Matheson & Co.
TUNGUS, Norwegian str., 1,030, G. E. v. Kragh, 26th April—Saigon, Rice—Hamburg-Amerika Linie.	TUNGUS, Norwegian str., 1,030, G. E. v. Kragh, 26th April—Saigon, Rice—Hamburg-Amerika Linie.
VICTORIA, Swedish str., 989, J. A. Hellberg, 23rd April—Karatsu 17th April, Coal—Wallen & Co.	VICTORIA, Swedish str., 989, J. A. Hellberg, 23rd April—Karatsu 17th April, Coal—Wallen & Co.
WINGSANG, British str., 1,517, D. A. King, 19th April—Wuhu 16th April, Rice—Jardine, Matheson & Co.	WINGSANG, British str., 1,517, D. A. King, 19th April—Wuhu 16th April, Rice—Jardine, Matheson & Co.
YERIMO MARU, Japanese str., 2,950, H. Kobayashi, 17th April—Japan 12th April, Coal—Osaka Steamship Co.	YERIMO MARU, Japanese str., 2,950, H. Kobayashi, 17th April—Japan 12th April, Coal—Osaka Steamship Co.
YINGCHOW, British str., 1,234, Frazier, 24th April—Shanghai 21st April, General—Butterfield & Swire.	YINGCHOW, British str., 1,234, Frazier, 24th April—Shanghai 21st April, General—Butterfield & Swire.
YUENSANG, British str., 1,123, P. H. Rolfe, 22nd April—Manila 25th April, General—Jardine, Matheson & Co.	YUENSANG, British str., 1,123, P. H. Rolfe, 22nd April—Manila 25th April, General—Jardine, Matheson & Co.
ZITAN, British str., 3,426, Pearsh, 26th April—Kias Island 17th April, Phosphates—Mitsui Bussan Kaisha.	ZITAN, British str., 3,426, Pearsh, 26th April—Kias Island 17th April, Phosphates—Mitsui Bussan Kaisha.
ZAYIRO, British str., 1,619, R. Rodgers, 27th April—Manila 25th April, Hemp and Sugar—Shewan, Tomes & Co.	ZAYIRO, British str., 1,619, R. Rodgers, 27th April—Manila 25th April, Hemp and Sugar—Shewan, Tomes & Co.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.	
Kaiser Franz Josef I, Austrian cruiser, 4,803 Linien-Schiffahrtsgesellschaft, Wilhelm Paech, Northern Waters.	
FRANCE.	
Allouette, river gunboat, Liout. Millet, Cochinchine.	
Argus, gunboat, 123 tons—guns, 500 h.p., Liout. Jeannel, Canton.	
Caronde, gunboat, Liout. Kerohel, Saigon.	
Decide, gunboat 645 tons, 10 guns, 1,000 h.p., Liout. Comdr. L. East, Hongkong.	
D'Entrecasteaux, French cruiser, 8,000, Capt. Traouen, Shanghai.	
Esturgeon, submarine, Saigon.	
Henri Biviere, gunboat, Liout. Portier, Haiphong.	
Jacquin, river gunboat, Liout. Le Corolle Annam-Tonkin, reserve.	
Javeline, destroyer, 380 tons, 7 guns, 300 h.p., Liout. Raspois-Divanoux, Saigon.	
Kersaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.	
Lyons, submarine, Liout. Armbruster, Saigon.	
Mentax, cruiser (Flagship of Vice-Admiral Frochot, Saigon) under Chief, 3700 tons, 13 guns, 18,90 h.p., Capt. Marcel.	
Monsquêt, destroyer, Liout. Duchemin, Baie d'Along.	
Oly, gunboat, Liout. Grollier, Yangtze.	
Païho, gunboat, Liout. Marchand, Tongku.	
Perle, submarine, Saigon.	
Pistolat, destroyer, Liout. de Reinach, Wurtli, Baie d'Along.	
Protée, submarine, Liout. Glorieux, Saigon.	
Rapier, destroyer, 330 tons, Liout. Vicaent de Lafayette, Saigon.	
Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6071 h.p., Rear-Admiral Richard Fey, Saigon.	
Sabre, destroyer, 330 tons, Liout. Mallies, Styx, armoured gunboat, 1796 tons, 10 guns, 1700 h.p. Dac, Saigon.	
Surprise, gunboat, 623 tons, 2 guns, 900 h.p., Liout. Roque, Haiphong.	
Taklong, gunboat, Yangtze.	
Takou, destroyer, Com. Tienam, Saigon.	
Yanhu, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay.	
Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Liout. Brugnon, Canton.	
GERMAN.	
Aroona, cruiser, 2718 tons, Captain von Hippel, Amoy.	
Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Cooper, Shanghai.	
Illis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain von Krosigk, Canton.	
Jaguar, gunboat, 900 tons, 13 guns, 1300 h.p., Captain Graf von Pseudowsky-Wehner.	
Leipzig, cruiser, Captain Engel.	
Luchs, gunboat 850 tons, 10 guns, 1344 h.p., Captain Böken.	
Niebo, cruiser, Captain Luigsmak.	
Tiger, gunboat, 900 tons, 10 guns, 1800 h.p., Captain v. Kros.	
Tsingtau, gunboat, 179 tons, 5 guns, 1800 h.p., Captain Ross.	
Vaterland, gunboat, —tons, 3 guns, 500 h.p., Captain Toussaint.	
Vorwaerts, gunboat, First Liout. Riechers.	
ITALIAN.	
Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Hongkong.	
PORTUGUESE.	
Rio Lima, cruiser, 720, tons, 7 guns, Macao.	
UNITED STATES.	
Barry, destroyer, 420 tons, Ens. David Lyons, Cavite.	
Callaghan, gunboat, 243 tons, Lt. Guy Whitlock, Shanghai.	
Chaucuey, destroyer, 420 tons, Lt. Frank McCrarty, Cavite.	
Chatanooga, cruiser, 3200 tons, Commander E. C. Smith, Cavite.	
Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite.	
Colorado, armoured cruiser, 13,690 tons, Captain E. H. Stanton, Cruising.	
Concord, gunboat, 1710 tons, Commander J. H. Miller, Shanghai.	
Dale, destroyer, 420 tons, Ens. G. V. Stewart, Cavite.	
Decatur, destroyer, 420 tons, Ens. C. W. Nimitz, Cavite.	
Denver, cruiser, 3200 tons, Commander W. B. Caperton, Shanghai.	
Galveston, cruiser, 3200 tons, Commander B. W. Hodges, Cavite.	
Helena, gunboat, 1392 tons, Commander R. M. Hughes, Shanghai.	
Maryland, armoured cruiser, 13,680 tons, Capt. G. Thomas, Cruising.	
Michigan, (station ship), Liout. Commander M. J. Miller.	
Mon d'ac, monitor, 4000 tons, Lt. Comm. de Miller, Olongapo.	
Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongapo.	
Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising.	
Quincy, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze.	
Rainbow, (Rear-Admiral Homplish's flag ship) Capt. E. E. Wright, Shanghai.	

